He prayed that at least the bridge be constructed first and said that, when that was done, the improvement of the road would follow automatically. He also suggested the desirability of permanently locating the Stationary Magistrate's Court at Varkala and prayed that it should not be shifted to any other place. Lastly, the Member suggested that the 6 ft. trace opened by the people from the 3rd mile stone of the Varkala-Nadayara road to Chirakara-Plamoodu on the Paripalli-Paravur road be taken over by Government for maintenance as it is a very useful road.

Dewan's reply.—In regard to the shifting of the Varkala Magistrate's Court to Attingal, nothing has been settled finally and your representation will be considered after the Assembly is over.

You want a bridge over the Ayirur-Pullikadavu road. The bridge will cost more than Rs. 10,000. A causeway will cost only Rs. 2,900. The road has not become very important just now.

Member.—It is an important road.

Dewan.—You said that it was a six feet trace. When I go to Varkala, I shall see it. When it becomes a prominent road, you can have a pucca bridge. Now a causeway will do.

66. Certain urgent needs of the Quilon Taluk.

Mr. Raman Pillai Raman Pillai (Member, Quilon Taluk) began by thanking the Dewan for giving ready replies to their representations as far as possible. He said that he had pointed out at the sixteenth session of the Assembly the necessity of issuing copies of the annual report of the Department of Industries to the Members of the Assembly and that, even though Government had then made a note of it, the suggestion was not given effect to. He then requested that copies of the said report might be distributed to them at least in future years.

The Member in the first place stated that the 6 ft. path running from Tevalli landing place at Quilon *via* Perinad to Elamballur Satrom near Kundara should be metalled and rendered fit for cart traffic, with a bridge at the Tevalli landing place and thus communication between the Quilon town and Perinad should be facilitated. In about 13 out of the 18 sessions of the Assembly the need for establishing such a communication had been represented and he himself had made a representation to that effect at the sixteenth session. The Dewan himself had, after the last session, personally inspected the locality and become convinced of the necessity of the road. The Member then referred to the industrial and economic importance of the Perinad *pakuthi* and stated that many school-children had to go daily from Perinad to Quilon and that it was dangerous for them to cross the ferry in boats. The road would not be more than 8 miles in length. It was of the utmost importance to the people of the locality that safe and easy means of communication should be established between Perinad and Quilon and the people would not even object to a toll being levied to meet the cost of the proposed bridge. The Member's next representation was that a dwarf wall should be erected on the right side of the road from the south of the Kundara Sub-Registrar's office to the Kanjiramkode landing place. He pointed out that at the right end of the road there was a steep precipice 400 feet deep, and that, as there was busy traffic on the road, accidents were frequent. He next said that the trace from the eastern end of the Quilon Railway station *via* Pattattanam along the boundary of Mukattala temple to the Kannanallur market should be repaired and converted into a cart road. That was a pressing need and he himself had made a representation at the sixteenth session. The reply then was that a plan and estimate for the work were being prepared, but nothing came of it. It was of the utmost importance that this work should be included in the budget for 1098 and taken up without

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further delay. The other public works suggested by the Member were the construction of a road from the 6th mile, 2nd furlong, of the Quilon-Shencottah road, which should be joined to the Kundara-Kannarallur road and thence extended to Puyappalli and the construction of another road from Chittumala in eastern Kallada, this road being extended to Sastamkotta and a bridge put up at Kadavazhi landing place or at least a *jungar* provided. The Member's next request was that the river bank in eastern Kallada at Cheekal and many other places was breached, and that, as that breach was causing much damage to cultivation during times of flood, the bank might be strengthened. It was suggested that a tunnel should be made in the Paracherry Hill near Kodavila and the excess water carried to the Ashtamudi lake. There was a bund in the *chira* to the east of Chittumala. That was also causing loss to the ryots holding lands above it on account of excess of water and to those holding lands below on account of diminution of water. The Member said that something should be done to ease the difficulty of both the parties. The Kundara police station, the Member next suggested, should be shifted from its present site to some other place near the Kundara Railway Station, and that it should, if possible, be converted into a charging station. There was a liquor shop near the Railway Station and its neighbourhood was infested with rowdies. The Member then represented that a non-departmental Anchal office should be opened at the Kannanallur market and that an industrial school as well as an agricultural school should be opened at Quilon. In conclusion, the Member said that in the Quilon Vernacular High School grown-up boys and girls studied together and there was no compound wall for the school. A masonry wall should be put up around it and the English School. A latrine was also a pressing necessity for the Vernacular High School.

Dewan's reply.—You have mentioned eleven matters, and I shall deal with them *seriatim*. The first is the road which passes through Perinad. I have seen that road and, in the course of my inspection, I found that in certain portions of the road the work that the ryots had agreed to do had not been fully done, and I told the Public Works Department to prepare an estimate for making the road quite fit for traffic and for puting up all the masonry structures which were necessary to make the road fit for traffic, and at the same time to see that the ryots finished their portion of the work, *i. e.*, the earth-work which they had done to a large extent. I understand that the ryots have not finished their portion of the work. Nevertheless, an estimate has been prepared by the P. W. D. for Rs. 5,330, and a sum of Rs. 3,000 has been allotted for the work consisting of a minor bridge, culverts, etc. This road does not require metalling for the present.

In regard to the bridge across the Ashtamudi backwater, I must tell you that it is a work which is beyond the present means of Government. The width of the lake at this part is $2\frac{1}{2}$ furlongs, and a bridge would mean lakhs of rupees and, even if you impose a toll, it would take years, perhaps decades, before the cost could be fully recovered. For the present you will have to be satisfied with a ferry.

In regard to the construction of a dwarf wall on the Kundara road to give protection to those that use the road, the Public Works Department say that there is no necessity for it, but I shall inspect the road when I tour in that direction.

In regard to the Mukattala road, an estimate has been received for Rs. 39,680 for converting into a road the trace from the Railway Station to the Mukattala temple. The road is expected to cost nearly Rs. 40,000. It is a very big sum and there are $3\frac{3}{4}$ acres of land to be acquired. I have asked the Peishkar to ascertain and report whether the owners of the lands would give the same free, and whether the promoters of the road would agree to the terms on which private roads are to be constructed by the people and taken over by the P. W. D. I am awaiting his reply.

As regards the construction of a road to join the Kundara-Kannanallur market road and the extension of it as far as Puyapalli, this was discussed at the last session of the Assembly. The Member then said that there was already a foot-path which, if converted into a cart-road, would be very useful. A petition was also received on the subject. The Chief Engineer reports that the work would cost about Rs. 50,000 and he suggests that the work be allowed to lie over as funds are required for more

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important works elsewhere. The Chief Engineer's reply was received in December last. I have not taken it up on account of the prohibitive cost involved. I shall, however, see the road, if it is anywhere on my way to north Travancore and then decide whether the work should be executed even at a prohibitive cost, and, if so, how we can meet the expenditure.

Then in regard to the strengthening of the bunds of the Kallada river, I have seen the locality. It struck me, as it has struck you, that the most urgent thing to do would be to bore a tunnel first through the hill, thereby letting the flood water out into the Ashtamudi lake. I also saw the bund of the Chittumala *chira*. You want this bund and the surplus weir raised by two or three feet. Personally, I think it would not be of much use as the catchment area of the *chira* is small and the water that it would hold cannot be anything like the water required for the 900 acres that have to be irrigated, and I suggested the construction of wells in the irrigable area as a supplementary source of irrigation, but my suggestion has not been received kindly. The question of the raising of the bund has also been referred for professional opinion.

As regards the police outpost at Kundara, the Commissioner of Police is not for converting it into a charging station. As regards the transfer of the outpost to the Railway Station, there is apparently no objection to it. I shall ask the Commissioner about it and see if the transfer cannot be effected.

The next item you refer to is the provision of latrine and compound walls to the local Malayalam Girls' School and the English School. I shall ask the Director of Public Instruction to look into these matters and remedy the defects, especially in the matter of latrine.

In regard to the establishment of an industrial school and an agricultural school at Quilon, I consider both a necessity, but we are handicapped by the want of trained men. We have sent seven men to Nagapur and Poona for training in agriculture and it will take two or three years for them to return. I think Quilon should be one of the places where an agricultural school should be started. I shall also remember what you said in regard to the carpentry school. The school will be open not only to carpenters, but also to members of other communities. Preference will, however, be given to boys belonging to the artisan community.

Next, coming to the Chittumala-Sastamkotta road, I have seen this road. This road is not in a satisfactory condition and I have written to the Chief Engineer about it. I remember that a culvert on it was very weak and I said that it should be put in good order.

As regards the opening of an Anchal office, I shall ask the Anchal Superintendent to open an office at the place mentioned by you, if there is any need for it.

67. Certain disabilities of the inhabitants of the Kunnattur Taluk.

Mr. K. Aiyappan Pillai (Member, Kunnattur Taluk) began with an expression of disapproval of the proposed transfer of the Magistrate's Court. He submitted that the grievances of the people of west Kallada were represented at several sessions of the Assembly and that those grievances still remained unredressed. The west Kallada *pakuthi* was 3,000 acres in extent and contained about 2,000 houses and 10,000 inhabitants. It was surrounded on the southern and eastern sides by the Kallada river and river bund, and on the northern side by the Sasthamkotta lake and the lake bund. During rainy seasons the water in the surrounding lakes and river rose to a height of ten or twelve feet above the level of the ground, and the misery resulting from frequent floods, when the whole land was ten feet below water, could be more easily imagined than described. During dry months, the people of the locality suffered from lack of drinking water because, the place being low, salt water entered into the surrounding river and thence into the area through the breached bunds and culverts. Nor was it possible to take fresh water from the Sastamkotta lake, since some of the culverts were in a damaged condition. The Member, therefore, prayed that both the river bunds and the lake bunds should be strengthened and that the culverts in west

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